

NORTH SHORE RAILWAY.

FURTHER SUPPLEMENTAL REPORT

OF THE

CHIEF ENGINEER

UPON THE LOCATION OF THE LINE WITHIN AND NEAR
THE CITY OF QUEBEC.

OFFICE OF THE ENGINEER IN CHIEF,

Quebec, August 13th, 1874.

MR. PRESIDENT,

At the last monthly meeting of the Board of Directors, held on the 9th July, I had the honor of submitting for the consideration of the Board, maps and profiles of different lines examined within and near the City of Quebec, and of recommending the adoption of the line passing through Prince Edward street, and in the rear of the General Hospital ; thence through the open country, to an intersection with the original location at a point designated by the letter " G " upon said maps.

In recommending the line through Prince Edward street, and in the rear of the General Hospital, it was assu-

med that the engine house and work shops of the Company would be constructed upon the Block designated upon the maps by the letter "C," situated between Anne and Crown streets; and extending from Prince Edward street back to the River St. Charles. Also, that a line constructed in the rear of the General Hospital grounds, although involving greater cost of construction, would damage that property considerably less than the construction of a line directly through the grounds in front of the Hospital.

It was also assumed, with reference to the entire line then recommended, "that the right of way can be procured upon this line at relatively as reasonable rates as it can be procured upon either of the other lines; and also that the Municipal Authorities of the City of Quebec and St. Sauveur will grant the free right to occupy the public streets along or across which the Railway is to pass."

Since the report above referred to was submitted, it has been ascertained that the block marked "C," cannot be procured for work shops and other purposes, at a reasonable expense to the Company; and also, that the authorities of the General Hospital would oppose, by every means at their command, the construction of the road along the river, in the rear of the Hospital grounds; while on the contrary, they would afford every facility in their power for its construction in front of the Hospital.

It has also been ascertained that the City Council of Quebec would probably grant to the Railway Company sufficient ground in Palace Harbor, which in connection with a portion of the adjoining grounds lying between the harbor and St. Dominique street, will enable the Company to construct their engine house and work shops in the im-

mediate vicinity of the terminus of the road at St. Paul's Market, an arrangement which will in every way, be far preferable to the location upon Block "C."

Inasmuch, therefore, as the principal reasons, or assumptions, which induced the Board to adopt the line through Prince Edward street, seem to have disappeared, or rather to have had no foundation in fact, I would respectfully recommend that the location of this portion of the line be changed, so as to conform to the line through Commissioners street, as designated upon the accompanying "map of the line within the City of Quebec"; and that a copy of this map be laid before the City Council for its approval, in place of the one submitted to the Board of Directors at its last monthly meeting.

The principal reasons, other than those already mentioned, for recommending the above change in location, may be briefly stated as follows :

1st. The line will be much more direct than the line through Prince Edward street.

2nd. It is believed that the cost of right of way, together with the damages to the adjoining property, will be much less than upon the line through Prince Edward street.

3rd. Assuming that the work shops are to be located in the vicinity of the terminal station, at Palace Harbor, the grounds required therefor will occupy much less of the harbor than they would if the line passed through Prince Edward street.

4th. By crossing Craig street (leading to the Dorchester bridge, over the St. Charles River), on the line of Commissioners street, instead of Prince Edward street, we give the immense travel which passes over that bridge, an opportunity of separating, and following Prince Edward street

in either direction from Craig street, and thus seeking a crossing of the Railway at either of the lateral streets instead of being all compelled to cross the railway on the line of Prince Edward street. I am informed that this travel on market days, averages at least 1,700 vehicles per day, passing in both directions; and it will therefore readily be seen that great inconvenience, as well as liability to frequent accidents, would be caused by detentions from the passage of trains at any single crossing.

If the Board should decide at its present meeting, to adopt the location from St. Pauls Market, through Commissioners street, as above recommended, to the westerly limits of the City of Quebec, I would respectfully recommend that the question of location west of St. Ours street, through the Municipality of St. Sauveur, be postponed until the next monthly meeting of the Board, for the reason, that there is a choice of routes which cannot very well be decided until more full information has been obtained, with reference to the relative cost of the right of way upon each route.

The two lines above referred to have been delineated upon the accompanying "Map of the line from the City of Quebec, westward through St. Sauveur;" and marked "A & B" respectively.

Line "A" is a prolongation of the tangent line through Commissioners street, to an intersection with the line as located in 1872, at a point designated by the letter "C."

Line "B" is made to deflect Northerly from St. Ours street so as to form an intersection at a point marked "O," with the line adopted by the Board at its last monthly meeting, and which connects with the line as located in 1872, at a point designated by the letter "G."

My own best judgment is, that line "A" is the proper one for the Board to adopt, for the reason that, in connection with the line through Commissioners street, it forms nearly an air line from the depot grounds at Palace Harbor, to the open country beyond the City. Whereas Line "B" is somewhat longer, and has two quite objectionable curves.

But before adopting this line I would respectfully suggest that the Municipality of St. Sauveur be requested to open a wide street or avenue, for the accommodation of the Railway and the adjoining property; in return for which, the Railway Company might very properly agree to establish a way station at some convenient point for the accommodation of this growing Municipality.

I would also suggest, that in view of the great importance of this Railway to the future interests of the City of Quebec, the same policy might with equal propriety be instituted by the City Authorities, with reference to Commissioners street, both by enlarging its width; and by opening and extending it eastward from its present terminus (between Church and Dalhousie streets) to an intersection with either Grant, or Dominique street.

If the above suggestions could be carried out on the part of the Municipalities of Quebec and St. Sauveur, an entrance would be provided for the Railway into the City, which would be highly creditable to all parties concerned, and at the same time, the Company would be saved from the payment of exorbitant damages, which, in justice, ought to be borne by the owners of adjoining property, the most of which will be so largely benefitted by the construction and operation of the Railway.

With the view of ascertaining the best terms upon which the right of way can be purchased upon either or both of

the lines through St. Sauveur, I would respectfully suggest, that the Board refer the matter to a select committee, with power to present the subject to the proper authorities; and also to employ one or more competent appraisers, who shall prepare a reliable estimate of the cost of the right of way preparatory to the final action of the Board.

It would also be well for the Board to become fully advised as to the extent of the liability of the Railway Company, to pay damages to the owners of property fronting streets, through which the line may pass; as upon this question will depend the expediency of locating the line, either in the center, or upon one side of the street.

Being entirely ignorant of the law in such matters, I have drawn the line as near as may be through the center of Commissioners street, instead of upon one side, as was done in the case of Prince Edward street.

For convenient reference, and to avoid confusion, I have prepared three maps to accompany this report, as follows:

1. "Map of the line in the vicinity of Quebec. Scale, 400 feet to the inch," which shows the center line as herein recommended for location, through Commissioners street to the westerly limits of the city, and thence the two routes above referred to, up to their intersection with the line as adopted by the Board, in 1872.

- 2nd. "Map of the line within the City of Quebec. Scale, 100 feet to 1 inch," upon which is delineated that portion of the line now recommended for location from St. Paul's Market, through Commissioners street, to the city limits. Upon this map is also designated in "green," the area of land that will be required for depot, work shops, engine house, and siding purposes at the eastern terminus of the Railway; together with the width of the right of way, that

will be required through the intervening property between these grounds, and the entrance of the line into Commissioners street.

3rd. " Map of the line from the City of Quebec, westward through St. Sauveur. Scale, 100 ft. to 1 inch, " upon which is shown the alternative lines, marked " A and B, " respectively, and also the width of right of way required upon each, up to their intersection at points " C and G, " with the line as located in 1872.

The locations of lots contiguous to the line, and the location and character of buildings that will be interfered with, have also been delineated upon the two last mentioned maps, so far as it can be done from our present surveys.

Respectfully submitted,

SILAS SEYMOUR,

Engineer in Chief.

J. B. RENAUD, Esq.,

Vice-President of the

North Shore Railway Company,

Quebec.